

**Zoning Public Hearing
CITY OF AUSTIN
RECOMMENDATION FOR COUNCIL ACTION**



**AGENDA ITEM NO.: Z-5
AGENDA DATE: Thu 05/12/2005
PAGE: 1 of 1**

SUBJECT: C14-04-0161 - Zennia Street - Conduct a public hearing and approve an ordinance amending Chapter 25-2 of the Austin City Code by rezoning property locally known as 5117 North Lamar Blvd. and 703 Zennia Street (Waller Creek Watershed) from limited office-neighborhood plan (LO-NP) combining district zoning and general commercial services-conditional overlay-neighborhood plan (CS-CO-NP) combining district zoning to general commercial services-conditional overlay-mixed use-neighborhood plan (CS-CO-MU-NP) combining district zoning. Planning Commission Recommendation: To grant general commercial services-conditional overlay-mixed use-neighborhood plan (CS-CO-MU-NP) combining district zoning. Applicant: Ely Properties (E. Mitch Ely). Agent: McHone Real Estate (Mike Mchone). City Staff: Glenn Rhoades, 974-2775.

REQUESTING Neighborhood Planning
DEPARTMENT: and Zoning

DIRECTOR'S
AUTHORIZATION: Greg Guernsey

ZONING CHANGE REVIEW SHEET

CASE: C14-04-0161

P.C. DATE: March 8, 2005
March 22, 2005

C.C. DATE: May 12, 2005

ADDRESS: 5117 North Lamar and 703 Zennia Street

OWNERS: Ely Properties
(E. Mitch Ely)

AGENT: Mchone Real Estate
(Mike Mchone)

ZONING FROM: LO-NP and CS-CO-NP **TO:** CS-CO-MU-NP **AREA:**

PLANNING COMMISSION RECOMMENDATION:

March 8, 2005 – Postponed at the request of the applicant to March 22, 2005 (Vote: 7-0-2, D. Sullivan and K. Jackson – absent).

March 22, 2005 – Approved staff recommendation of CS-MU-CO (Vote: 7-0, K. Jackson – absent). The conditional overlay will limit vehicle trips to 1,400 per day and prohibit the uses listed below:

Adult Oriented Businesses	Agricultural Sales and Services
Automotive Sales	Campground
Commercial Blood Plasma Center	Construction Sales and Services
Convenience Storage	Equipment Repair Services
Equipment Sales	Kennels
Vehicle Storage	

SUMMARY STAFF RECOMMENDATION:

Staff recommends the proposed change to general commercial services-conditional overlay-mixed use-neighborhood plan (CS-MU-CO-NP) combining district zoning. Staff recommends that if the zoning is granted a 1,400, vehicle trip per day limit be included in the zoning ordinance (see attached transportation memo).

ISSUES:

The subject tract is in the North Loop Neighborhood Planning Area, which was approved by City Council on May 23, 2002. According to the Future Land Use Map (FLUM) for this area, commercial and mixed uses are recommended for this area (see attached map). Because the proposed change is in accordance with the recommendations set forth in the plan, an amendment to the FLUM is not required. The following uses are currently prohibited on the site:

Adult Oriented Businesses	Agricultural Sales and Services
Automotive Sales	Campground
Commercial Blood Plasma Center	Construction Sales and Services
Convenience Storage	Equipment Repair Services
Equipment Sales	Kennels
Vehicle Storage	

The applicant is not seeking to add any of the prohibited uses.

Because one of the access points is on Zennia Street, which is classified as residential, a Neighborhood Traffic Analysis (NTA) was required. Please see attached map from transportation review for staff's findings.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	LO-NP and CS-MU-CO-NP	Vacant Building
<i>North</i>	CS-CO-NP	Retail
<i>South</i>	CS-CO-NP	Studio, Used Car Sales
<i>East</i>	SF-3-NP	Duplex
<i>West</i>	CS-MU-CO-NP	Multifamily

AREA STUDY: North Loop N.P.

TIA: N/A

WATERSHED: Waller Creek

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: N/A

HILL COUNTRY ROADWAY: N/A

NEIGHBORHOOD ORGANIZATIONS:

- #120 – Brentwood Neighborhood Association
- #283 – North Austin Neighborhood Alliance
- #511 – Austin Neighborhoods Council
- #687 – North Loop Neighborhood Planning Team
- #973 – Taking Action Inc.

CASE HISTORIES:

NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C14-00-2160	SF-3 to MF-2-CO	Denied staff recommendation of MF-2-CO (Vote: 6-0-2, two abstentions). 10/24/00	Approved MF-2-CO. The CO limits the site to 4 units (Vote: 6-0). 8/30/01.

CITY COUNCIL DATE: May 12, 2005

ACTION:

ORDINANCE READINGS: 1st

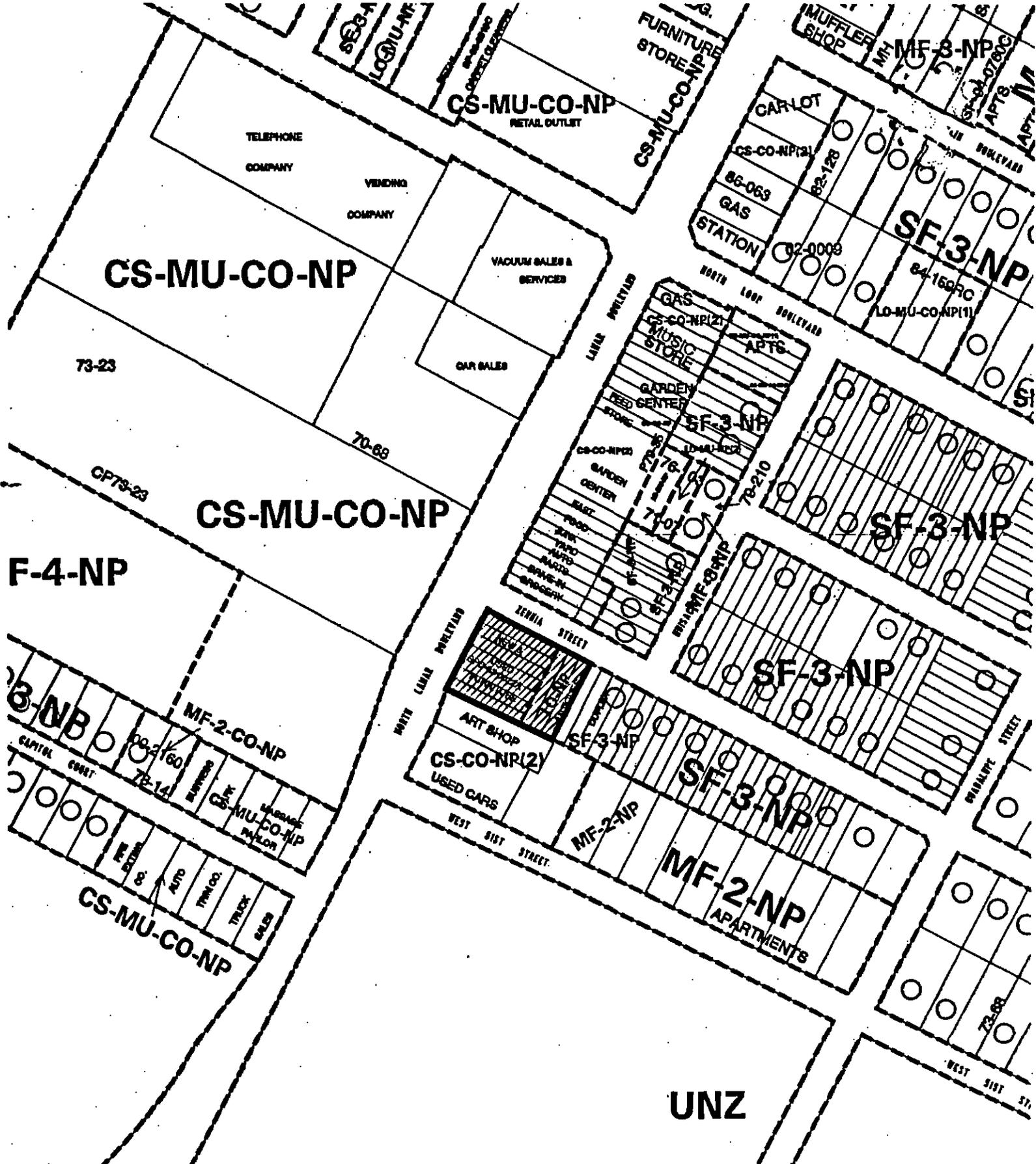
2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Glenn Rhoades

PHONE: 974-2775



UNIVERSITY OF TEXAS

<p>1" = 200'</p>	<p>SUBJECT TRACT </p> <p>PENDING CASE </p> <p>ZONING BOUNDARY </p> <p>CASE MGR: G. RHOADES</p>	<p>ZONING</p> <p>CASE #: C14-04-0161</p> <p>ADDRESS: 703 ZENNIA ST & 5117 N LAMAR BLVD</p> <p>SUBJECT AREA (acres): 0.594</p>	<p>DATE: 05-02</p> <p>INTLS: SM</p>	<p>CITY GRID REFERENCE NUMBER</p> <p>K20</p>
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City of Austin

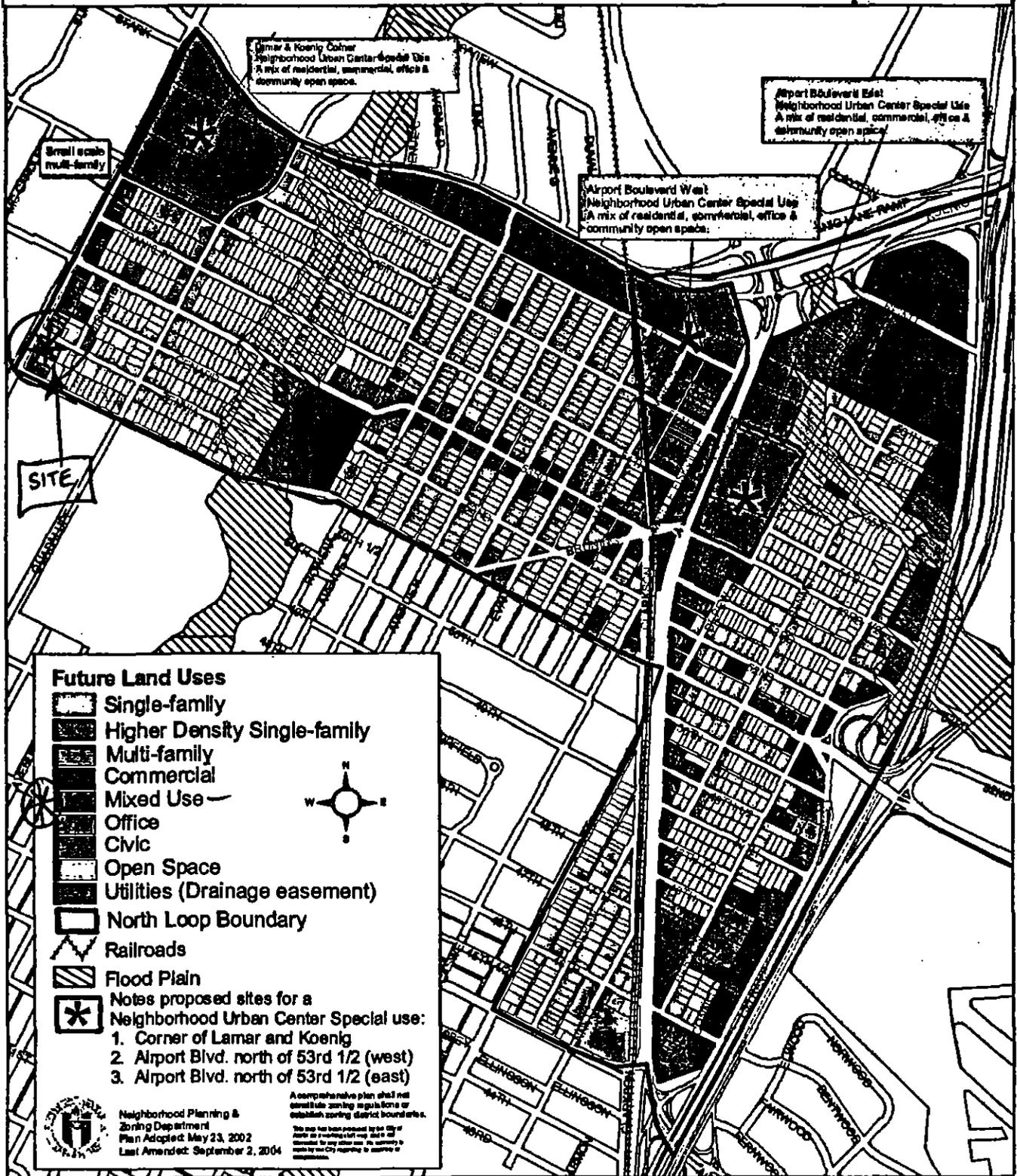
Case # C14-04-0161

Subdivision
Base
Center Line



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North Loop Adopted Future Land Use Map



Corner of Lamar and Koenig
 Neighborhood Urban Center Special Use
 A mix of residential, commercial, office & community open space.

Airport Boulevard East
 Neighborhood Urban Center Special Use
 A mix of residential, commercial, office & community open space.

Airport Boulevard West
 Neighborhood Urban Center Special Use
 A mix of residential, commercial, office & community open space.

Small scale multi-family

SITE

Future Land Uses

- Single-family
- Higher Density Single-family
- Multi-family
- Commercial
- Mixed Use
- Office
- Civic
- Open Space
- Utilities (Drainage easement)
- North Loop Boundary
- Railroads
- Flood Plain
- Notes proposed sites for a Neighborhood Urban Center Special use:
 1. Corner of Lamar and Koenig
 2. Airport Blvd. north of 53rd 1/2 (west)
 3. Airport Blvd. north of 53rd 1/2 (east)



Neighborhood Planning &
 Zoning Department
 Plan Adopted: May 23, 2002
 Last Amended: September 2, 2004

A comprehensive plan shall not override zoning regulations or establish zoning district boundaries. This map has been prepared by the City of Minneapolis and is intended to be used as a guide only. It is subject to change by the City regarding its zoning or transportation.

STAFF RECOMMENDATION

Staff recommends the proposed change to general commercial services-conditional overlay-mixed use-neighborhood plan (CS-MU-CO-NP) combining district zoning. The conditional overlay will limit vehicle trips to 1,400 per day and prohibit the uses listed below:

Adult Oriented Businesses

Automotive Sales

Commercial Blood Plasma Center

Convenience Storage

Equipment Sales

Agricultural Sales and Services

Campground

Construction Sales and Services

Equipment Repair Services

Kennels

BASIS FOR RECOMMENDATION

The proposed zoning should be consistent with the purpose statement of the district sought.

CS – General Commercial Services district is intended primarily for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments. In addition, the property should be at the intersection of an arterial roadway and a collector street.

The applicant is proposing a mixed-use project as recommended by the North Loop Neighborhood Plan and as defined by the Neighborhood Mixed Use Building in the Land Development Code (see exhibit A). The proposed change is at the intersection of Lamar Blvd., an arterial roadway and Zennia Street, classified as a collector. The property will take access to both Lamar and Zennia.

The proposed zoning should promote consistency, and orderly planning.

The proposed change is consistent and compatible with the surrounding area. There is CS and CS-MU zoned property to the north, south and west of the property. In addition, the change is consistent with the North Loop Neighborhood Plan as described in exhibit A.

The proposed zoning should allow for a reasonable use of the property.

The proposed change would be a fair and reasonable use due to the mixed character of this portion of Lamar Blvd.

EXISTING CONDITIONS

Site Characteristics

The site is currently occupied with a vacant building.

Transportation

Additional right-of-way will be required at the time of subdivision and/or site plan.

The trip generation under the requested zoning is estimated to be 2,081 trips per day, assuming that the site develops to the maximum intensity allowed under the zoning classification (without consideration of setbacks, environmental constraints, or other site characteristics).

A traffic impact analysis was waived for this case because the applicant agreed to limit the intensity and uses for this development. If the zoning is granted, development should be limited through a conditional overlay to less than 2,000 vehicle trips per day. [LDC, 25-6-117]

Capital Metro bus service is available along Lamar Boulevard.

A Neighborhood Traffic Analysis is required and will be performed for this project by the Transportation Review staff. Results will be provided in a separate memo. LDC, Sec. 25-6-114.

Impervious Cover

The maximum impervious cover allowed und CS zoning is 95%.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Waller Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

Impervious cover is not limited in this watershed class; therefore the zoning district impervious cover limits will apply.

This site is required to provide on-site structural water quality controls (or payment in lieu of) for all development and/or redevelopment when 5,000 s.f. cumulative is exceeded, and detention for the two-year storm. At this time, no information has been provided as to whether this property has any pre-existing approvals which would preempt current water quality or Code requirements.

According to flood plain maps, there is no flood plain within the project area.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

Right of Way

The scope of this review is limited to the identification of needs for dedication and/or reservation of right-of-way for funded Capital Improvement Program (C.I.P.) Roadway Construction Projects and Transportation Systems Management (T.S.M.) Projects planned for implementation by the City of Austin. No aspect of the proposed project is being considered or approved with this review other than the need for right-of-way for City projects. There are separate right-of-way dedication and reservation requirements enforced by other Departments and other jurisdictions to secure right-of-way for roadway improvements contained in the Austin Metropolitan Area Roadway Plan, roadway projects funded by County and State agencies, and for dedication in accordance with the functional classification of the roadway.

We have reviewed the proposed subdivision, site plan, or zoning case and anticipate no additional requirement for right-of-way dedication or reservation for funded C.I.P. or T.S.M. projects at this location.

Water and Wastewater

The site is served with City water and wastewater utilities. If water or wastewater utility improvements, or offsite main extension, or system upgrades, or utility adjustment, or utility relocation are required, the landowner, at own expense, will be responsible for providing. Also, the utility plan must be reviewed and approved by the Austin Water Utility. The plan must be in accordance with the City design criteria and specifications.

Compatibility Standards

A conditional use permit had been requested for a transitional housing facility, but denied by City Council; Up To Me Inc., SPC-03-0022A.

Additionally, a site plan exemption was requested on April 13, 2004, to convert the existing building into office space with the required parking, which was approved with conditions, however the applicant has not paid the required fee.

Site plans will be required for any new development other than single-family or duplex residential.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

The site is subject to compatibility standards. Along the north and east property line, the following standards apply:

- No structure may be built within 16 feet of the property line.
- A structure must have a front building line setback of at least 25 feet from a right-of-way if the tract on which the building is constructed adjoins property in an urban family residence (SF-5) or more restrictive zoning district and fronts on the same street.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking is allowed within 6 feet of the property line.
- No driveways are allowed within 1 foot of the property line.

Additional design regulations will be enforced at the time a site plan is submitted.

- For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property zoned SF-5 or more restrictive.
- An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from adjoining SF-3 property.
- A landscape area at least 15 feet in width is required along the property line if tract is zoned MF-3, MF-4, MF-5, MH, NO, or LO.
- A landscape area at least 25 feet in width is required along the property line if the tract is zoned LR, GO, GR, L, CS, CS-1, or CH.

In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.

Neighborhood Planning Goals

Principal Goal

To encourage well-designed⁵ neighborhood development that provides the needs of everyday life (shopping, employment, educational, spiritual, recreational, etc.) in locations that are readily and safely accessible within walking distance from where people live.

Land Use Goals

Goal 1: Encourage compact and human-scale land use.

Objective 1.1: Create a vibrant, mixed use neighborhood that includes mixed use buildings with residential and office space above ground floor retail.

Objective 1.2: Promote commercial and residential infill that supports and enhances the character of the neighborhood.⁶

Goal 2: Encourage housing for a variety of income levels.

Objective 2.1: Provide additional opportunities for housing choice through secondary apartments, mixed use, and small scale multi-family.

Objective 2.2: Encourage and provide opportunities for SMART Housing in the neighborhood.

Goal 3: Create more public open space, including parks and other forms of green space.

Objective 3.1: Encourage well-designed development that incorporates usable amounts of public open space that can serve as a gathering/meeting place for the neighborhood.

Objective 3.2: Create pocket parks or plazas where people can gather, and that act as a focal point for the neighborhood.

Objective 3.3: Create a greenbelt in the neighborhood.

⁵ Refer to the individual chapters in this plan that cover design considerations for different areas for more information on the design features that the neighborhood would like to encourage.

⁶ 'Existing neighborhood character' in the North Loop Neighborhood Planning Area is defined by a strong neighborhood feel; a place where people know each other; somewhere that is characterized by unique businesses instead of chains; the funky and eclectic nature of local businesses; a place that is pedestrian-oriented and is good to walk and bike around; an area where new development complements and reflects the 1940s style of the existing residential stock; and the diversity of residents.

Ex. A
(2)

Vision for Lamar Blvd

Key themes

Variety of commercial uses
Ground floor commercial with office or residential above
Neighborhood Urban Center at corner of Lamar and Koenig
Compatibility between commercial and adjacent residential
Improved pedestrian environment including wider continuous sidewalks, buffered from street, reduction of curb cuts
Landscaping

Lamar Blvd is recognized as a major arterial road, and the Neighborhood Planning Team does not recommend prohibiting uses along this strip. Some uses are proposed as conditional in an effort to ensure the compatibility of future development. A variety of commercial uses are envisioned for this section of the neighborhood including administrative and business offices, equipment repair, general retail, communications services, personal services and restaurants.

The major arterial and city-wide serving nature of Lamar Blvd is recognized. However, an objective of the Neighborhood Plan is to encourage and support smaller, independently owned businesses. This Neighborhood Plan recommends that one way to do this is to enhance the walkability of, and pedestrian access to, these areas in order to encourage neighborhood people to shop at neighborhood stores. The plan recommends sidewalk enhancements to Lamar and general streetscape improvements to the pedestrian environment through landscaping, street trees, the addition of street furniture, and other similar amenities. It is recognized that the public right-of-way is limited and the neighborhood hopes to work with the City and local property owners to explore options for the improvement of this area.

Retail, or other commercial uses, are seen as occupying ground floors, while offices and residential uses are on the upper floors of future mixed use buildings along this section of Lamar. An increase in residential units along this strip is anticipated to enhance the vitality of this strip and help to strengthen the customer base of local businesses.

Retail / Office Mixed-Use buildings similar to this one at 6th and Lamar might be appropriate along this section of Lamar as well.



A variety of businesses are appropriate for the ground floor spaces along Lamar Blvd. While there is a preference for active uses that can be pedestrian-oriented such as restaurants, bookshops, laundry, beauty and barber shops; it is also recognized that an arterial road with over 30,000 vehicles passing a day is also an appropriate location for a wide range of commercial uses. However, the Neighborhood Planning team recommends that: close attention be paid to compatibility between the commercial premises and the adjacent residential lots; all development along this strip be strongly encouraged to comply with the design guidelines for this section of Lamar (as outlined in the design considerations noted on this page); and that consideration also be given to the Neighborhood Plan's objective of encouraging business diversity by ensuring that no one particular use comes to dominate this strip.

The intersection of Lamar and Koenig Lane/RM 2222 is envisioned as a future Neighborhood Urban Center. This center will include a mixture of commercial, office, residential and civic uses. Community open space is also an important requirement of the Neighborhood Urban Center option. This intersection is anticipated as a future option for a transit stop and neighborhood center that will support a mix of residential and commercial development.

While the development of a transit stop would enhance the prospects of the development of this mixed use center, the Neighborhood Planning Team believes that development of this type would be beneficial and viable, whether or not light rail or another type of transit stop locates there. (Design suggestions for this Neighborhood Urban Center are offered in the next section - Design considerations).



Design considerations

- Improved pedestrian environment
- Landscaping
- Bring buildings to the street with parking in rear
- Neighborhood Urban Center
- Importance of the corners

The Neighborhood Plan's vision for this section of Lamar is retail and other commercial activity along the corridor and pedestrian and transit improvements such as wide sidewalks, street trees, benches, and other amenities.

Neighborhood Urban Center

This center, to be located at the south-east corner of Koenig and Lamar, will serve as a community focal point and will support a variety of uses and activities. The design of this center will encourage residents, workers, and shoppers to drive their cars less and ride transit or walk more. The design, configuration, and mix of buildings and activities will emphasize a pedestrian orientation. Uses within this neighborhood urban center will be linked to each other and to the surrounding neighborhood by direct pedestrian pathways and bicycle routes.

Ex. A
(4)

Mixed use development

21. Mixed use development is appropriate for the following parts of the neighborhood:

Table 4: Appropriate locations for mixed use development

location	yes	no	not sure
North Loop/53 rd from Ave F to Airport	80%	11%	10%
Both sides of Airport Blvd. between I-35 and Koenig	72%	18%	11%
The east side of Lamar between 51 st and Koenig	71%	18%	12%
The south side of Koenig between Lamar and I-35	61%	25%	14%
In all other areas	38%	23%	34%

[Note: Results for this question are based on responses from both the residential survey and the business/property owner].

Table 4 shows that:

- North Loop/53rd was an appropriate location for mixed use development for 80% of respondents, while it was not appropriate to 11%. (There were 452 responses to this question – residential 355; and 86 business/property owner).
- Both sides of Airport Blvd. between I-35 and Koenig was an appropriate location for mixed use development for 72% of respondents, while it was not appropriate to 18%. (There were 455 responses to this question – residential 367; and 88 business/property owner).
- The east side of Lamar between 51st and Koenig was an acceptable location for mixed use development for 71% of respondents, while it was not acceptable to 18%. (There were 450 responses to this question – 363 residential; and 87 business/property owner).
- The south side of Koenig between Lamar and I-35 was an acceptable location for mixed use development for 61% of respondents, while it was not acceptable to 25%. (There were 450 responses to this question – 363 residential; and 87 business/property owner).
- In all other areas was an acceptable location for mixed use development for 38% of respondents, while it was not acceptable for 23%. (There were 426 responses to this question – 344 residential; and 82 business/property owner).

Therefore, this table shows that respondents to this survey favored mixed use development along North Loop/53rd; both sides of Airport between I-35 and Koenig Lane; the east side of Lamar between 51st and Koenig; and the south side of Koenig between Lamar and I-35. Mixed use development was most strongly favored along North Loop/53rd, followed by both sides of Airport Blvd and the east side of Lamar.

Ex. A
(5)**(D) Exterior lighting:**

- (1) must be hooded or shielded so that the light source is not directly visible across the source property line; and
- (2) may not exceed 0.4 foot candles across the source property line.

(E) A building facade:

- (1) may not extend horizontally in an unbroken line for more than 30 feet;
- (2) must include windows, balconies, porches, stoops, or similar architectural features;
- (3) must have awnings along at least 50 percent of the length of the ground floor facade; and
- (4) at least 50 percent of the wall area of the ground floor facade must consist of doors or clear or lightly tinted windows.

(F) A street yard of 1,000 square feet or less is not required to be landscaped, and a parking area with 12 or fewer parking spaces is not required to have landscaped islands, peninsulas, or medians.

(G) The outdoor seating area, if any, for a restaurant (limited) use may not exceed 50 percent of the indoor seating area.

Source: Ord. 000406-81; Ord. 030424-57; Ord. 031211-11; Ord. 031211-41.

ARTICLE 6. NEIGHBORHOOD MIXED USE BUILDING SPECIAL USE.

§ 25-2-1501 APPLICABILITY OF ARTICLE.

This article applies to a neighborhood mixed use building special use.

Source: Ord. 000406-81; Ord. 031211-11.



§ 25-2-1502 NEIGHBORHOOD MIXED USE BUILDING PERMITTED IN CERTAIN ZONING DISTRICTS.

A neighborhood mixed use building special use is permitted in the following zoning base districts:

- (1) limited office (LO) district;
- (2) general office (GO) district;
- (3) neighborhood commercial (LR) district;
- (4) community commercial (GR) district;
- (5) general commercial services (CS) district;
- (6) commercial-liquor sales (CS-1) district;
- (7) commercial highway services (CH) district; and
- (8) limited industrial services (LI) district.

Source: Ord. 000406-81; Ord. 031211-11.

§ 25-2-1503 RESIDENTIAL USES PERMITTED IN NEIGHBORHOOD MIXED USE BUILDING.

A neighborhood mixed use building special use may contain dwelling units:

- (1) above the ground floor; and
- (2) in not more than 50 percent of the gross floor area of the ground floor.

Source: Ord. 000406-81; Ord. 031211-11.

§ 25-2-1504 NEIGHBORHOOD MIXED USE BUILDING REGULATIONS.

(A) For a neighborhood mixed use building special use:

- (1) the maximum site area is one acre;
- (2) the minimum lot size is 5,750 square feet;

- (3) the minimum lot width is 50 feet;
- (4) the minimum street side yard setback is 10 feet;
- (5) the minimum front yard setback is:
 - (a) 5 feet; or
 - (b) for a LO or LR district, 10 feet; and
- (6) the maximum front yard setback is:
 - (a) 10 feet; or
 - (b) for a LO or LR district, 15 feet.
- (B) For a neighborhood mixed use building special use adjacent to a roadway with not more than two lanes, the building height may not exceed 40 feet.
- (C) The building facade of a neighborhood mixed use building:
 - (1) may not extend horizontally in an unbroken line for more than 30 feet;
 - (2) must include windows, balconies, porches, stoops, or similar architectural features;
 - (3) must have awnings along at least 50 percent of the length of the ground floor facade; and
 - (4) at least 50 percent of the wall area of the ground floor facade must consist of doors or windows with a visible light transmittance rating of 0.6 or higher.
- (D) This subsection prescribes parking requirements.
 - (1) For the commercial portion of a neighborhood mixed use building, one vehicle parking space for each 500

square feet of gross floor area is required.

- (2) For the residential portion of a neighborhood mixed use building, the parking requirements of Chapter 25-6, Appendix A, Schedule A apply.
- (3) Parking in front of a neighborhood mixed use building, other than on a street, is prohibited.
- (4) At least 50 percent of the parking must be located to the rear of the building.
- (E) Exterior lighting:
 - (1) must be shielded so that the light source is not directly visible across the source property line; and
 - (2) may not exceed 0.4 foot candles across the source property line.
- (F) A street yard of 1,000 square feet or less is not required to be landscaped, and a parking area with 12 or fewer parking spaces is not required to have landscaped islands, peninsulas, or medians.
- (G) A neighborhood mixed use building may not include a drive through facility.

Source: Ord. 000406-81; Ord. 030424-57; Ord. 031211-11.

ARTICLE 7. RESIDENTIAL INFILL AND NEIGHBORHOOD URBAN CENTER SPECIAL USES.

Division 1. Development Plan.

§ 25-2-1521 DEVELOPMENT PLAN REQUIRED.

- (A) A person may not use or develop property as a residential infill or neighborhood urban center special use unless the Planning



MEMORANDUM

Date: March 2, 2005
To: Glenn Rhoades, Case Manager
CC: Mike McHone, McHone Real Estate
SUBJECT: Neighborhood Traffic Analysis for Zennia Street
Zoning Case # C14-04-0161 703 Zennia Street

The transportation section has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

The .186-acre tract is located in central Austin just east of the intersection of Lamar and Zennia Street. The site is currently zoned Limited Office-Neighborhood Plan (LO-NP) and the existing use is vacant with a small portion of an existing building crossing the property line. The site is surrounded by predominantly single family uses to the east and south and commercial to the west and northwest. The zoning request is for Commercial Services-Mixed Use-Conditional Overlay-Neighborhood Plan (CS-MU-CO-NP). Since there is no defined use(s) for this site the analysis was done using the maximum trip limit of 2,000 vehicles per day (vpd).

Roadways

Zennia Street is classified as a local street. The roadway currently has 50 feet of right-of-way and 30 feet of pavement. The tract proposes access to Zennia Street. Under Section 25-6-114 of the Land Development Code, Zennia Street is classified as a residential collector street because at least 50 percent of its frontage is zoned for SF-5 or more restrictive uses. This street is currently carrying 393 vehicles per day (vpd) just east of its intersection with Lamar Boulevard.

Trip Generation and Traffic Analysis

The exact uses have not yet been determined therefore the most intense use is assumed with a maximum trip generation of 2,000 vpd per tract based on the ITE's publication Trip Generation.

Trip Generation		
LAND USE	Size	VPD
Retail	14,850sf	2,000

Distribution of trips was estimated as follows:

Street	Site Traffic
Zennia Street	100%

Below is a table containing the estimated number of trips that will affect each street:

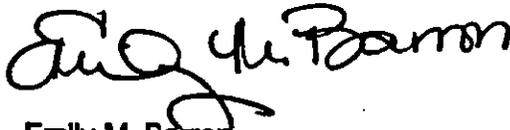
Street	Existing Traffic (vpd)	Site Traffic (vpd)	Total Traffic after Project (vpd)
Zennia Street	393	2,000	2,393

The Land Development Code specifies desirable operating levels for certain streets in section 25-6-116. These levels are as follows: A residential local or collector street with a pavement width of 30' to less than 40' should carry approximately 1,800vpd or less.

Conclusions

1. The neighborhood traffic analysis was triggered because the projected number of vehicle trips generated by the project exceeds the vehicle trips per day generated by existing uses by at least 300 trips per day, and the project has access to a local or residential collector street where at least 50 percent of the site frontage has an SF-5 or more restrictive zoning designation.
2. The traffic along Zennia Street exceeds the requirements established in Section 25-6-116 by 593vpd. In order to minimize traffic on surrounding streets, the intensity and uses for this tract should be limited through a conditional overlay to less than 1,400 unadjusted vehicle trips per day or the applicant may submit for review proposed street improvements that would mitigate the traffic impact on Zennia Street by this development.
3. The City Council may deny an application if the neighborhood traffic analysis demonstrates that the project traffic generated by the project(s) combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the neighborhood traffic analysis study area.

If you have any questions or require additional information, please contact me 974-2788.



Emily M. Barron
Sr. Planner ~ Transportation Review
Watershed Protection and Development Review Department